

TROOPS BACK, COVERED WITH DUST AND GLORY

No Tears for Dead and Wounded, but Many Shouts for Living.

WOMAN GRABS AT HUSBAND

Rushed Into Ranks and Came Near Breaking Up Show. Fine Record Made.

Apparently as fresh, and certainly as enthusiastic, as when they left here ten days ago, the 200 members of the Seventeenth Virginia Regiment who have been participating in the manoeuvres of the regular army at Chickamauga, rolled off the train at the Byrd Street Station shortly before 6 o'clock last night. They were covered with dust, sunburn and not a little glory, and were going strong on the last lap of the journey from the depot to the army on Seventh Street—despite the fact that they had been traveling since 6:30 o'clock yesterday afternoon on a crowded troop train.

Unfortunately few of the friends of the battalion knew just what time the train was due to arrive here, and the depot at that time was small—comparatively. But the sound of the drum and the tramp of feet was the signal for a general gathering together. At every street corner all the way from the station crowds of cheering men and women fell in behind, trotting to the place with the swing-tread of the "sawyer boys."

At the army a big crowd had assembled, and soon merged with that which followed the men from the train. For a few minutes the ranks were broken to give the cheering a broader scope, before running them up the rampy steps into the drillroom. This was utilized for the most part with cheering, yelling and exchanging banter with the members of the "Home Guard," who were on the job to give order to the crowd and to keep all that was to be said about the trip, which, according to Major Cary, so fascinated them that they didn't have a man who wanted to come with him home.

Warm Words of Praise.

With the men drawn up to attention in the drillroom of the army, Major Cary said:

"In behalf of the officers of the United States army and those of the Virginia militia I commend you for your deportment while on the trip. For myself I want to thank you and to say that I am proud of every man in the Seventeenth Virginia, soon to be the First Virginia Regiment. We have the stuff for a fine command, and we have a command second to none in the State of Virginia."

Amid the deafening cheers, which broke from the crowd and were given to the captains to disband their companies.

In the meantime the crowd was on the outside paying against the doors in the vain effort to see all the show. As the last man filed in the huge drill hall, the crowd broke into a solidly cheering, cheering all but a few of the select.

When the orders from the captains had transformed the rigid forms into private citizens and the babel of voices telling how the trip was turned out had been renewed to the accompaniment of a few of discarded equipment, Major Cary, tired, but smiling from his unwelcome service, said of his command:

"From the time this battalion left Richmond it has been the subject of comment of superior officers, not only of this and other Virginia organizations, but of the regular army. It was the best behaved camp I ever saw, and was so pronounced by all of the officers connected with the manoeuvres."

Flower of the Regiment.

It was openly conceded, according to all in the command, that the Richmond contingency was the flower of the Virginia troops. One of the umpires is said to have allowed his admiration for the way the trip was turned out while watching the work of the Seventeenth and let slip the remark: "That bunch of men has got everything that Chickamauga skinned to death except the regulars."

Speaking of the trip from a purely military point of view, a single word from the officers was enough to prove their praise of the manner in which the manoeuvres were conducted. The umpires who had charge of the encampment are all men high up in army circles and capable of giving the most expert instruction.

Honors for Virginians.

In the review, the last military event of the encampment, the Virginians again were recipients of honors. General C. C. Vaughan, Jr., commander of Virginia State Infantry, was the guest of honor on the staff of the reviewing officer, General Potts, who reviewed the 2,500 men composing the artillery, cavalry and infantry regiments at Chickamauga. When the order was given to make ready for the homebound journey, the Seventeenth Regiment was the first on the grounds to get down their tents and prepare for the march to the train.

At the army last night everything was in the utmost confusion, the floors being literally strewn with everything that pertains to a soldier and his equipment. Some of the boys got out of the clothes in which they had spent the last part of the last ten days and went forth to their homes in the garb of private citizens, while others simply threw down bag and baggage, making a dash for a bath and a civilized place in which to sleep. The latter, at the last, were denied to sleep in their quarters. All things considered the homecoming was as typical of the real article as the bloody fields of Chickamauga. There were lacking, of course, the dead and wounded, and the men who were killed in the most critical part of the march from the depot—just as the men were making the double turn to get through the narrow gates of the station. The husband, however, was a big chap, and strong, and swung for clear of the company without breaking step.

FRIENDLY STAR SURPRISED HIM

Irey Shelton Much Annoyed When Throat Was Slit Half Way Round.

In a quarrel last night with one of his friends, Irey Shelton, who is himself a very well known character, had his throat slit half way round and thought that his time had come. A call was sent in for the ambulance on the spot, and Dr. Hoskins, arriving, carried the Richmond Traction Company to dress the wound. The physician had to take ten or twelve stitches. Irey was badly, but not dangerously, injured, and he is recovering from the loss of blood, but was able to walk home. He knows who did the stabbings.

After arriving to treat Shelton, Dr. Hoskins had to work on two poison cases—one a white woman on Mayo Street, and the other a negro woman on North Eighth Street.

SETTLE JEWS HERE

J. Z. Levy, of Pittsburgh, Would Buy a Farm for the Unemployed.

J. Z. Levy, a wealthy citizen of Pittsburgh, Pa., was at the Department of Agriculture yesterday, inquiring about Virginia lands, with a view to colonizing Jews, who are now unemployed in that city.

Mr. Levy says that a tract of some 5,000 acres is desired. He wants to get a tract that will be small—comparatively. But the sound of the drum and the tramp of feet was the signal for a general gathering together. At every street corner all the way from the station crowds of cheering men and women fell in behind, trotting to the place with the swing-tread of the "sawyer boys."

TO HOLD LAST MEETING

Common Council Will Wind Up Old Docket To-Morrow Night.

Little work for the Council and its committees is scheduled for this week. So far the only things called are for to-morrow and Tuesday.

To-morrow evening at 6 o'clock a special meeting of the Board of Aldermen will be held for the purpose of considering the Blue Army and market-house proposition. Mr. J. Z. Levy will be present.

At 8 o'clock the last meeting of the present Common Council will be held. The Committee on Council Affairs will meet at 8 o'clock on Tuesday night.

MUST RESENT LIAR

Crutcheff Says Man So Branded Must Be Kept Down After Fellow.

Backbiting Crutcheff, charged with assault on Thomas Williams, charged yesterday morning with assault on John yesterday morning and was sent on to the grand jury. Mr. W. P. Norris (white) was charged with the charge of assaulting Paul Levisky at the second Market. Levisky called Perrin Crutcheff to the stand, and he testified that Crutcheff thought this sufficient provocation for the blow.

Crutcheff (colored), charged with cursing and assaulting Theresa Brown, was assessed \$5 and costs.

At 8 o'clock a deerslayer from the United States Navy was sent to the United States Navy.

Law and Equity Term Ends.

Judge Ingram, of the Law and Equity Court, after yesterday's session ordered the adjournment of the term to the second Monday in September. The court has been in session since the second Monday in May, and has disposed of a very large docket.

Off on a Visit.

Miss Katherine, Mary and Lucile Sisson, accompanied by their grandmother and Miss Mary, are visiting in Bedford City, Roanoke, Lynchburg and other points in the western part of the State. Before they leave they will make trips to the Peaks of Otter and Natural Bridge.

Five Dollars for Bryan Fund.

The Times-Dispatch received \$5 in cash yesterday from a "Bryan man" which will be forwarded to the proper managers of the Democratic campaign fund.

Liquor Case Appealed.

Mr. Samuel G. Brent, of Alexandria, representing the Robert Porter Brewing Company, has notified the Corporation Commission that his company will appeal from its decision forbidding the shipment of liquor into prohibition towns to the wholesale dealers and brewers. The matter will go to the State Supreme Court for final adjudication.

GRAND JURY WILL RESUME INVESTIGATION TO-MORROW

Investigation on the part of the grand jury into the affairs at the City Hotel and the death of Baby Vaughan, will be resumed at 10 o'clock to-morrow morning. The mystery has not been cleared up, and the grand jury is expected to form a more than ordinary importance has been secured.

Most of the witnesses to be examined to-morrow morning will be the nurses and female attendants at the hotel. The list may include the name of Mrs. Ethel Gaylord, if she is well enough to attend. It is certain now that "Thompson" will not be summoned, as it is believed by the police and others who know about the case that he was away of little "Muggs" when the "Thompson" would be to create further trouble, and it seems that there is no more to be said about the case.

TO REORGANIZE LOCAL CAR LINES

Holding Company to Be Formed Under Virginia Laws With Capital of \$12,500,000.

END OF LONG RECEIVERSHIP

Announcement from Baltimore That General Plan Will Be Made Public To-Morrow.

Announcement was made in Baltimore yesterday that a general plan for the reorganization of the Virginia Passenger and Power Company, the Richmond Passenger and Power Company and the Richmond Traction Company and controlled lines will be made public to-morrow by a committee composed of Douglas Robinson (chairman), of New York; Frank J. Gould and Chas. S. Whelan, of New York; R. Lancaster Williams, of Baltimore; Percy M. Chandler, of Philadelphia, and Fritz Stilling, of Richmond.

Officers of the Passenger and Power Company declined yesterday to discuss the matter further than to say that all details would be made public on Monday. The plan will be published in The Times-Dispatch to-morrow.

Capital of \$12,500,000.

The plan provides for the organization of a holding company, under the laws of Virginia, to acquire and operate the properties.

It is proposed that this company shall have a capital stock of \$12,500,000, of which \$7,500,000 shall be in common and \$5,000,000 non-cumulative preferred stock, entitled to dividends not exceeding 5 per cent. a year up to January 1, 1914, and thereafter at a rate not exceeding 6 per cent. a year.

At the same time the company will be authorized to issue \$5,000,000 of bonds, of which \$2,500,000 shall be in common and \$2,500,000 non-cumulative preferred stock, entitled to dividends not exceeding 5 per cent. a year up to January 1, 1914, and thereafter at a rate not exceeding 6 per cent. a year.

The receivership proceedings will terminate shortly, the report of Special Master A. L. Holliday having already been approved by the Federal court.

Threatened to Kill.

Bernard Howard, a young white man, was arrested yesterday evening by Police Officer C. R. Crockett, charged with threatening to kill Ruth Traylor and William H. Traylor. The quarrel occurred over domestic affairs, and the hands of Howard, swore out a warrant against him.

CITY TO APPEAL

City Attorney Will Take Mason Case to State Supreme Court.

City Attorney H. R. Pollard will carry the case of Mrs. Bridget Mason against the city of Richmond to the State Supreme Court. Mrs. Mason stepped in a hole in one of the streets of the annexed territory and injured herself. She sued the city for \$5,000 and was allowed \$1,500.

The City Attorney bases his fight on the ground that the accident happened only five months after the annexation—before the city had time to provide the proper lights and sidewalks.

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INDEPENDENT LINE INTO NEW JERSEY

Pennsylvania to Formally Assume Ownership of N. Y., P. & N. Within Next Few Days.

SHAREHOLDERS SATISFIED

Get \$3 in Bonds for Each \$1 in Stock—May Double-Track Road.

Within the next few days the Pennsylvania Railroad Company will formally assume the ownership of the New York, Philadelphia and Norfolk Railroad. The Pennsylvania's offer to purchase the stock of this line by giving \$3 in bonds for each \$1 in stock existing yesterday, and has been accepted with practical unanimity by the shareholders. It is one of the most important short lines of railway in this country, a line the history of which is one of the romances of railroading.

This road extends from Delmar, on the State line of Delaware and Maryland, down the backbone of the Peninsula, between the Atlantic Ocean and Chesapeake Bay, to the town of Cape Charles, Va. From there freight cars are carried by barge to Norfolk, where connections are made with the Norfolk and Southern, Norfolk and Western, Atlantic Coast Line, Chesapeake and Ohio, Southern, Seaboard Air Line and Virginian Railway.

Showed 1,000 Per Cent. Increase.

Including the thirty-six miles of ferry, the New York, Philadelphia and Norfolk Railroad is only 147.3 miles in length, yet, with an unchanged mileage, its gross earnings grew from \$131,148 in 1885, the first year of its operation, to \$2,351,119 in 1907—an increase of over 1,000 per cent. There were many lean years, however, and even ten years ago the stock might have been purchased at 30 cents on the dollar.

For several years past this company has paid a dividend of 12 per cent., and in 1906 declared a stock bonus of 25 per cent.

The purchase of this line will signify the entry of Pennsylvania rails into the city of Norfolk, thus marking the actual consummation of a plan long attempted to provide continuous transportation under the same management between Philadelphia and Norfolk. This too will give the Pennsylvania Railroad an alternative low grade route between the North and South. In fact, the line via Norfolk will constitute the shortest and most economical route from an operating standpoint between New York and points along the Southern seaboard.

Taking Wilmington as a common point, the distance to Norfolk by the ferry is 228 miles, to Richmond, the most important Southern gateway via Washington, it is 224 miles.

The New York, Philadelphia and Norfolk Railroad is laid with eighty-five-pound rails, and on the main line between Delmar and Cape Charles, there is a double track, with a total length of about 52 per cent. of the total line is absolutely straight. Though this road is at present of a single track, it has over seventy miles of sidings, and so rapid is the natural growth of business that it will be necessary to double track the main line within a few years.

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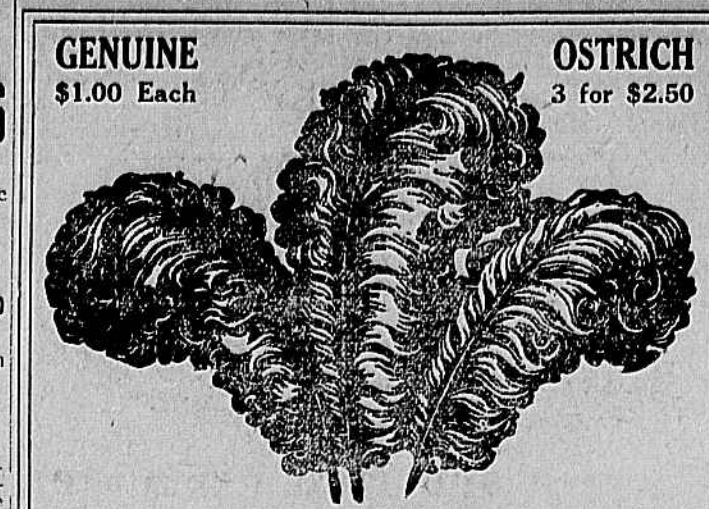
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GENUINE OSTRICH FEATHERS...

Hard times and need of ready money, compel us to sacrifice all our stock at prices below importation figures. The feathers here offered are from 22 to 10 inches long, glossy, beautiful and in all desirable colorings. Regular prices, \$4 to \$6. To secure these bargains, WHITE AT ONCE, as supply is limited. Send cash or money order. Money refunded on return of goods if not as represented. Remember, the price is \$1 each \$2.50 in three. Feather Bona, four strings, over 2 yards long, in natural and black color, \$5.

American Ostrich Feather Company, 467 BROADWAY, NEW YORK.

BIG SHRINKAGE IN NET REVENUE START WORK SOON ON POWER DAM

Norfolk and Western's June Report Shows Decrease of \$237,524.29—Year's Record.

Although the operating expenses of the company show a decrease of 22 per cent., the June report of the Norfolk and Western Railway, issued yesterday, showed a net earning loss of \$237,524.29, or exactly 21 per cent., as compared with the corresponding month of last year.

Passenger, mail and express receipts for the month amounted to \$328,155.60, a loss of 25 per cent. against June, 1907, while the decrease in freight receipts amounted to \$188,916.28, or 21 per cent. It is seen, therefore, that the actual percentage loss was greater in the passenger business, notwithstanding an increase of forty-three miles in the mileage operated.

For the twelve months from July 1 to June 30th, the net earning decreased \$1,247,115.69, or 11 per cent., as compared with the previous period of twelve months. Since July 1, 1907, operating expenses have been reduced nearly one million dollars—\$955,048.32, to be exact.

The report for the past year up to June 30th follows: Earnings—Passenger, mail and express, \$4,788,277.59; decrease, \$1,130,131.33—3 per cent. Freight, \$2,163,935.58; decrease, \$2,030,862.68—8 per cent. Total earnings, \$28,962,217.15; decrease, \$2,922,141.01—7 per cent. Operating expenses, \$18,559,487.32; decrease, \$955,048.32—5 per cent. Net earnings, \$10,402,729.83; decrease, \$1,247,115.69—11 per cent.

Mr. William C. Whitner, hydraulic engineer of the Virginia Passenger and Power Company and president of the Fredericksburg Power Company, said yesterday that construction work on the dam across the Rappahannock River just above Fredericksburg would begin shortly and pushed to rapid completion.

The dam will be built of solid concrete, reinforced with steel, 800 feet long, and 22 feet high.

It will be built about fifty yards below the site of the present dam, and will increase the capacity from 2,000 to about 8,000-horsepower.

The dam, which will cost \$50,000, will be completed about January 1, 1909. It is said that the work is being done with the object of furnishing power to the Goud electric railway, which will operate the coal mines at Ashland north, or down the Rappahannock Valley.

Mr. Whitner will have entire charge of the work, which will be done by the company and not by contract. Assistant Engineer Reed, of the Fredericksburg Power Company, will be Mr. Whitner's chief assistant.

NEW FURNACE READY

But Rosemary Library Will Not Operate It For